
Roads

PROGRAM DESCRIPTION AND OBJECTIVES

The objective of the Roads Program is to alleviate congestion within key transportation corridors of the County and improve roadway capacity, safety, circulation, and accessibility throughout the County. Roadway improvements also allow commercial and residential development plans to proceed in some areas allowing construction of housing to meet the growing population of the County. An adequate transportation network allows business growth to provide employment opportunities; and accommodates public and quasi-public facilities which respond to the demands of citizens for services and safe access to schools. In addition to providing traffic capacity, the roads program provides funding for: pedestrian facilities and bikeways alongside new roadways; advance reforestation, highway noise abatement structures, stormwater management structures, and other mitigation measures to protect the environment; landscaping to improve appearance to highway users and surrounding properties; and on-site reforestation to improve appearance, contribute to a cleaner environment, and buffer affected communities. The program also provides funding for planning and preliminary engineering design of future new and reconstruction roadway projects. The roads program also includes funding for planning and preliminary engineering design of future mass transit facilities projects. Additional mass transit facilities are necessary to encourage mass transit use as a means of relieving congestion on the County's roadways.

Roads projects are aimed at providing additional capacity to: relieve area congestion through realignments, upgrades, or by providing missing traffic links; allow master planned growth; and improve traffic flow and circulation. The Roads program also provides for highway noise abatement and reforestation. Finally, the program includes funds for facility planning for transportation and mass transit project development from the conceptual or master plan stage to preliminary engineering prior to inclusion as stand-alone projects in the capital program.

HIGHLIGHTS

- Provide greater access and connectivity for developments in Clarksburg by constructing roads and constructing gaps in existing roads.
- Provide safety improvements along Quince Orchard Road through the Muddy Branch Stream Valley Park to increase horizontal sight distance and to reduce accidents.

- Design Chapman Avenue from Randolph Road to Old Georgetown Road which will relieve traffic congestion on the roadways in the area through increased network capacity.
- Design Montrose Parkway East from Parklawn Drive to Veirs Mill Road which will relieve traffic congestion on the roadways in the area through increased network capacity.

PROGRAM CONTACTS

Contact Holger Serrano of the Department of Public Works and Transportation at 240.777.7235 or Alison Dollar of the Office of Management and Budget at 240.777.2781 for more information regarding this department's capital budget.

CAPITAL PROGRAM REVIEW

The FY07-12 Roads Capital Improvement Program includes 3 new and 25 ongoing projects totaling \$154.1 million over the next 6 years. This represents a \$41.5 million, or 21 percent, decrease under the Amended FY05-10 CIP of \$195.6 million. The decrease can be attributed to progress towards completion in several projects: Valley Park Drive, Muncaster Road, Greencastle Road, and Montrose Parkway. The program includes various less significant roadway improvements to facilitate better traffic flow, address vehicular and pedestrian safety concerns, mitigate highway noise and allow economic development opportunities to move forward.

PROGRAM FUNDING

G. O. Bonds

The general obligation bonds decreased by 29 percent as a portion of funding for the Roads Program, from \$112.8 million in the Amended FY05-10 CIP to \$80 million.

IMPACT TAXES

The County Council established a new Impact Tax structure and amended rates in October 2003 effective March 1, 2004. Under the new structure, the amended Impact Taxes are levied at three different rate schedules: (1) the majority of the County which is classified as the "General" impact tax area; (2) designated Metro station areas; (3) and Clarksburg Impact Tax District. While the new rates may generate increased revenues, the FY07-12 Transportation CIP does not assume additional Impact Tax revenues because historically, Impact Tax collections have lagged significantly behind projections. Therefore, the Executive recommends

programming no additional impact taxes for Transportation until revenue collection rates improve.

STATE ROAD PROGRAM

In addition to the County Roads, Bridges, Traffic Improvements, and Public Works programs included in the County CIP, the State's Consolidated Transportation Program (CTP) represents a significant investment in improving and maintaining the roadway network in Montgomery County. The State's Draft Consolidated Transportation Program is released each October. Final action on the Statewide CTP is taken by the General Assembly. State roads in Montgomery County are identified by numbers (e.g., MD 650 is New Hampshire Avenue). State projects scheduled in Montgomery County in the Draft FY 2006-2011 include: 8 construction projects and 13 development and evaluation projects impacting interstate highways and primary and secondary roads.

Construction Projects:

Road	Nature of Work
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US 29:	Columbia Pike: Construction of a new interchange at Randolph/Cherry Hill Road.
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US 29:	Columbia Pike: Construction of a new interchange at Briggs Chaney Road.
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US 29:	Columbia Pike: Construct a new interchange at relocated US 29/MD 198. US 29 will be relocated to the east from south of MD 198 to north of Dustin Road.
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InterCounty Connector:	
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Construct a new East-West multi-modal highway in Montgomery and Prince George's Counties between I-270 and I-95/US 1.	
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MD 115:	Muncaster Mill Road: Construction of safety improvements from MD 28 to MD 124.
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MD 124:	Woodfield Road: Reconstruct MD 124 from Airpark Road to Warfield Road (1.84 miles).
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MD 355:	Rockville Pike: Construct an interchange at Randolph Road/Montrose Parkway. This project would improve safety and relieve traffic congestion that occurs at the MD 355/Randolph/Montrose Road intersection and the CSX railroad crossing.
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East-West Intersection Improvement Program:	
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Improve intersections in northern Montgomery and western Prince George's Counties. Planning phase for intersections is complete; engineering is underway. Construction for 12 intersections is scheduled to begin during the current fiscal year. Engineering is underway for an additional six intersections. Project planning for seven interchanges will begin during the current fiscal year.	
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Development and Evaluation Projects

I- 270: Eisenhower Highway, and US 15, Frederick Freeway: Multi-modal corridor study to consider highway and transit improvements in the I 270/US 15 Corridor in Montgomery and Frederick Counties from Shady Grove Road to North Biggs Ford Road (27.9 miles).

I-270: Watkins Mill Road Extended: Study to construct a new interchange at Watkins Mill Road Extended.

I-495/I-95: Corridor Transportation Study: Study to determine the feasibility of providing high occupancy vehicle lanes or other transit improvements from the American Legion Bridge to the Woodrow Wilson Bridge (42.2 miles).

US 29: Columbia Pike: Study to construct interchange at Musgrove/Fairland Road.

US 29: Columbia Pike: Study to construct interchanges at Stewart Lane, Tech Road, Greencastle Road, and Blackburn Road.

MD 28/198: Norbeck/Spencerville Road: Corridor Study to consider capacity improvements in the MD 28 and MD 198 corridor in Montgomery and Prince George's Counties (10.5 miles).

MD 28: Rockville Town Center: Study to construct interchange improvements at MD 355/Middle Lane, MD355/MD 28, and MD 28/MD 586/MD 911.

MD 97: Georgia Avenue: Study to construct interchange improvements at MD 28/Norbeck Road.

MD 97: Brookeville Bypass: Study to construct a two-lane highway from south of Brookeville to north of Brookeville MD 97.

MD 97: Georgia Avenue: Study to construct interchange improvements at Randolph Road.

MD 117: Clopper Road: Study intersection capacity improvements from Great Seneca Park to I-270 (1.73 miles).

MD 124: Woodfield Road: Study to reconstruct MD 124 from MidCounty Highway to south of Airpark Road and north of Fieldcrest Road (2.3 miles).

MD 355: Rockville Pike: Study to construct a CSX Railroad grade separated crossing and interchange improvements at Parklawn Drive.

The Draft FY 2006-2011 CTP includes \$125.7 million for the Construction Program; and \$24.8 million for the Development and Evaluation Program, which is similar to Montgomery County's Facility Planning process. In addition, the CTP includes \$97.3 million for 68 system preservation projects including road resurfacing and reconstruction; intersection improvements; and bridge repair and reconstruction.

GROWTH POLICY CONSIDERATIONS

In an effort to coordinate development activity with the implementation of the Transportation Program, County law establishes the Growth Policy and the Adequate Public Facilities Ordinance (APFO). The Growth Policy correlates public facilities such as transportation infrastructure and schools with private development, so that development cannot outpace the construction of the infrastructure needed to support it. The APFO tests for the adequacy of road facilities using a test called Local Area Transportation Review (LATR). LATR sets standards for traffic congestion at intersections throughout the County and tests individual subdivisions to determine if the new development will cause congestion at any of these intersections to exceed the standard. To be counted for transportation capacity under LATR, a road must be programmed for completion within four years in a State, County, or municipal capital program.

The six-year Roads, Bridges, and Traffic Improvements Program, combined with the State Consolidated Transportation Program and roads built by developers as conditions for approval, is expected to improve the County's road and related development capacity, while increasing safety by widening roads and intersections and engineering them to modern standards. The Montrose Parkway West project is an APFO required project which was counted for growth policy purposes.

Required Adequate Public Facilities Designation

Each Project Description Form in the Transportation Program contains an area at the top titled, "Required Adequate Public Facilities." If this area contains a "YES," the project has been counted toward the Montgomery County Planning Board's approval of specific developments. The area indicates only previous approvals and does not indicate any future approvals that may take place.